The Construction of Scale "O" Gauge G.W.R. Vehicles for the Beginner

Bogie Trolley Wagons "Crocodiles H. & J."

By "SPARKS"

(*continued from page* 340, *Vol.* VI).

G.W.R. Bogie Goods Stock in General.

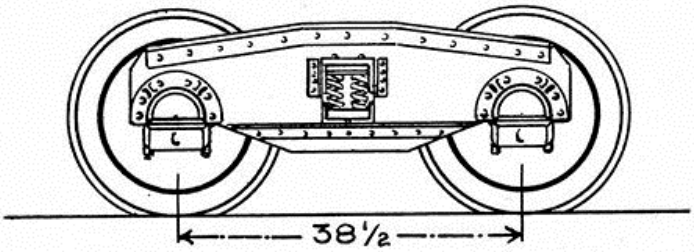
THE G.W.R. fit a distinctive type of bogie to their Goods Vehicles, quite unlike any others running on British Railways, though similar types are to be seen in America and elsewhere. They have no diamond framed bogies. If Mr. John L. Hudson, who shows an excellent photo of his home made G.W.R. "Rectank" on page 246 of the September, 1928 number would fit G.W.R. type of bogies to his model, it would be improved greatly.

There are variations and modifications in these bogies, which are :—

Same type but with two circular holes high up on each side of the central spring framing. Flat top to axle boxes. Another and older type which is fitted to the 40-ton all-steel coal wagon (to be described in a later article) has no "L" bracing along the top and bottom of the side sheets of the bogie.

G.W.R. "Crocodiles."

CROCODILE. 15-tons. Tare 8.6. 24′ 6″ in well. 4 wheels. Nos. 41979-41986.



A Full size side elevation of a Gauge "O" G.W.R. type of Bogie for goods vehicles.

The Miniature Reproductions Co. market an excellent type of this bogie in "0" gauge which is sprung and is full of detail. This has the correct scale 38½ mm. wheelbase and was illustrated on page 337 of November, 1928 number.

Mills Bros. also market this type of bogie, a heavy and immensely strong one in brass which is very sweet running. Both firms will fit any size diameter wheels on request.

I reproduce a sketch of one of these bogies, not guaranteed absolutely to scale as I have no complete drawings. This actual type is fitted to the G.W.R. "CROCODILES" as can be seen in both photos.

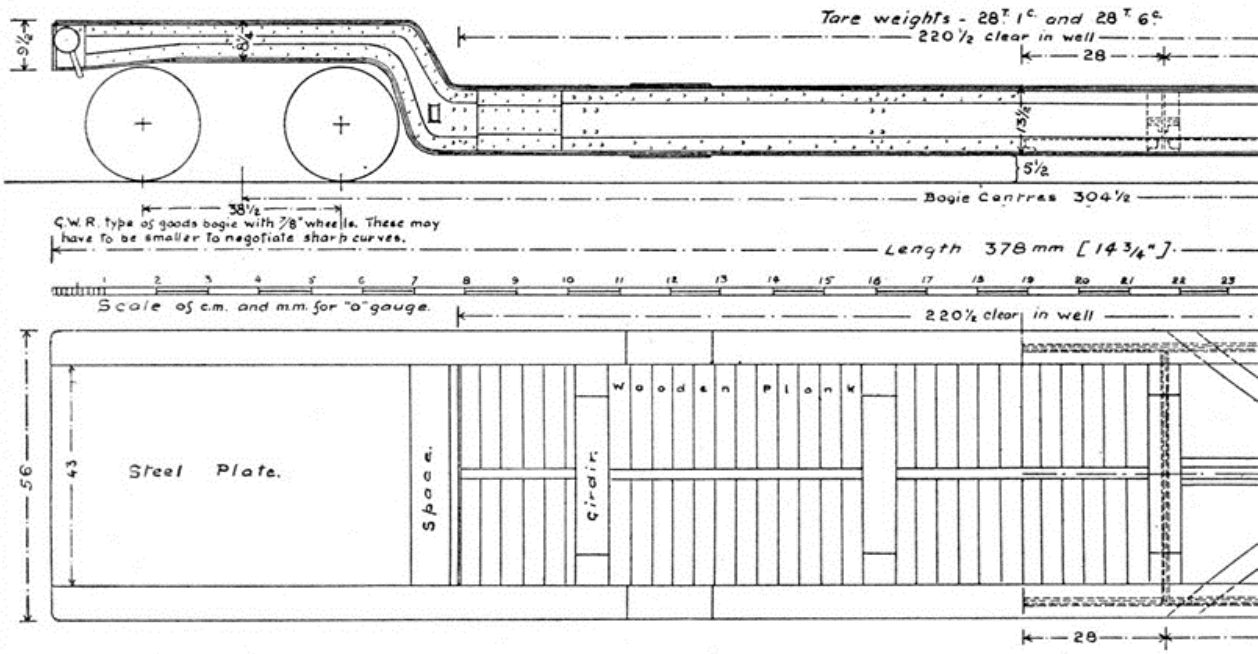
CROCODILE A. 25-tons. Tare 16.8 25′ 2″ in well. Bogie. Nos. 41905-41956. No. 41904 is fitted with steel floor on underside of solebar for carrying four bladed propellors.

CROCODILE B. 15-tons. Tare 15.1. 31′ 2″ in well. Bogie. Nos. 41919-41928.

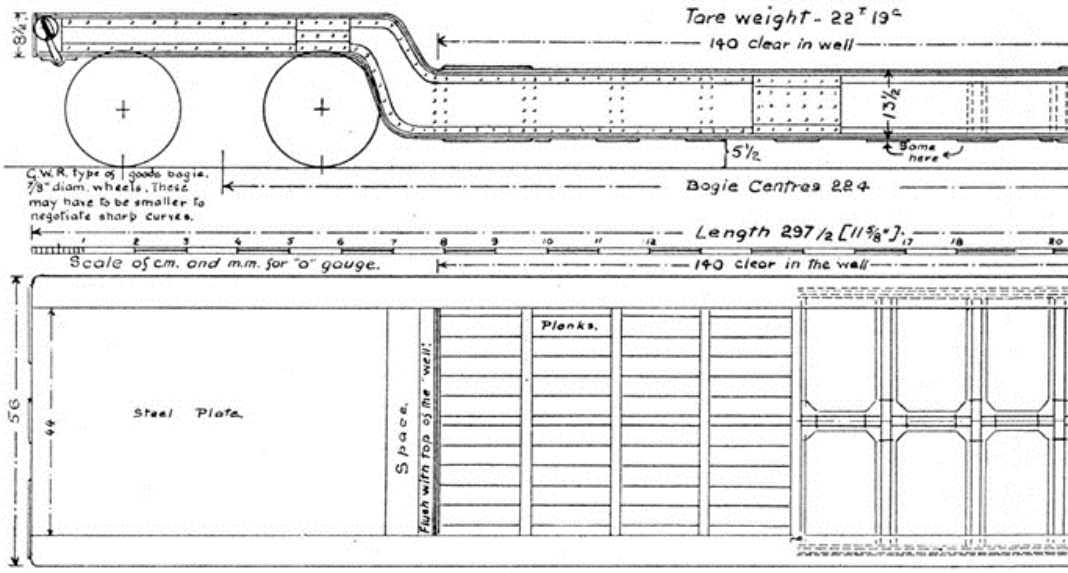
CROCODILE C. 15-tons. 31′ 2″ in well. Bogie. Nos. 41978, 41902/3, 41917/8, 41929-41932.

CROCODILE E. 20-tons (35 tons over bogies). Tare 24.19. 40′ 7½″ in well. Bogie. Nos. 41948/9 and 41957-41960.

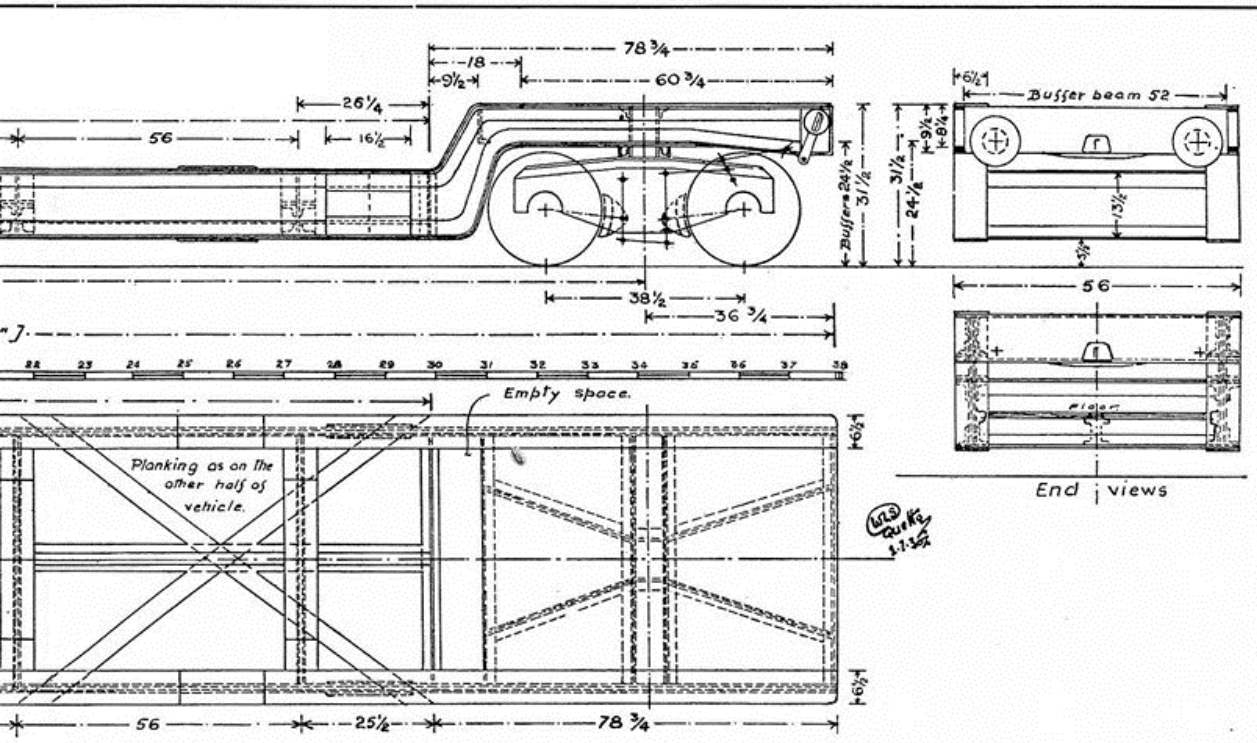
CROCODILE F. 25-tons. Tare (against Nos.) 31′ 2″ in well. Bogie. Nos. 41915-41916 (T. 19.19, and will



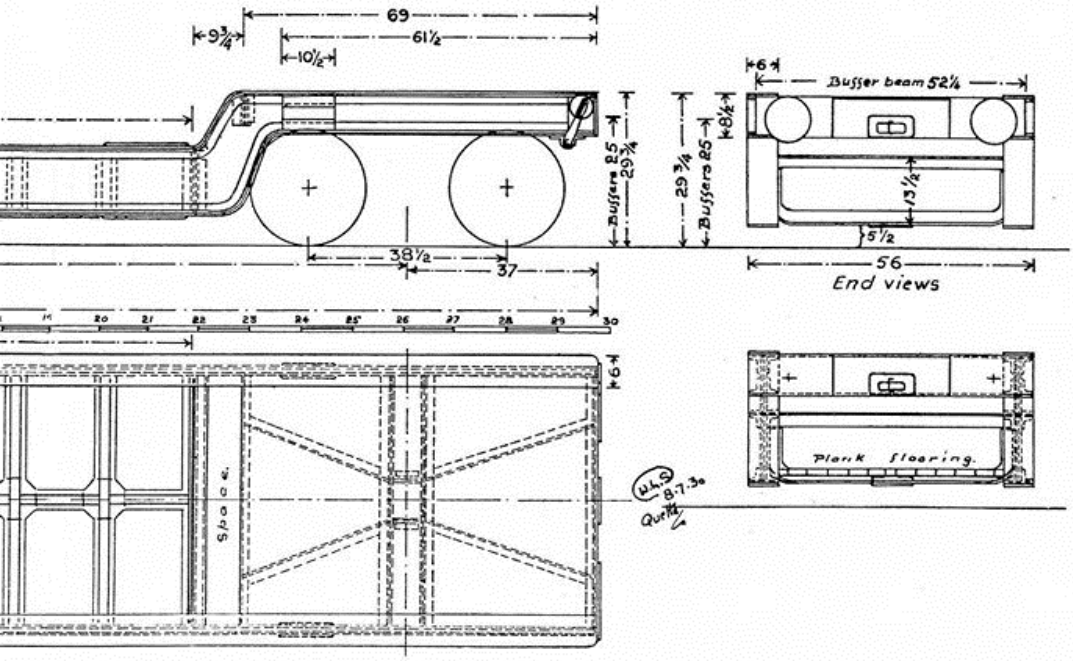
Side Elevation, Plan and End views of a Gauge " O " model G.W.



Side Elevation, Plan and End views of a Gauge " O " model G.W.R.



odel G.W.R. 54ft., 50 ton Bogie Trolley Wagon, " Crocodile J."



l G.W.R. 42ft. 6ins., 45 ton Bogie Trolley Wagon, " Crocodile H."

take 40 tons over bogies). 41907/9 (T. 17.13). 41933-41942 (T. 18.10). 41950-41951 (T. 18.10). 41965-41972 (T. 19.19).

CROCODILE G. 35-tons. 25′ 0″ in well. Bogie. 36949-36951 (T. 19.12.) 41901 (T. 19.13). 41943-41946 (T. 21.7). 41952-41954 (T. 23.8). 41961-41964 (T. 22.5).

CROCODILE H. 45-tons. Tare 22.19. 20′ 0″ in well. Bogie. 41900. 41947. 41973-41975.

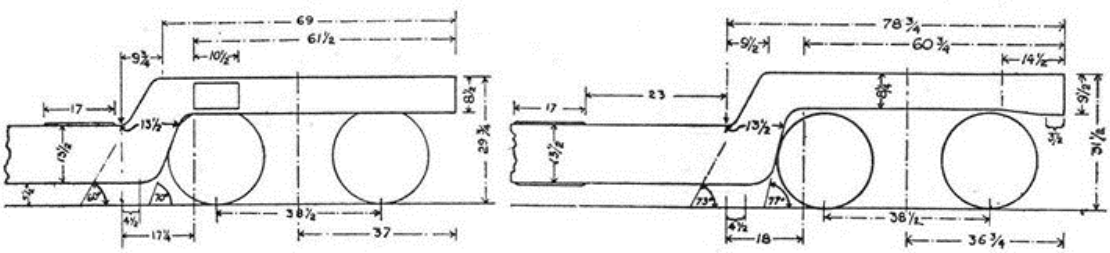
CROCODILE J. 50-tons. Tare 28.6. 31′ 6″ in well. Bogie. 41906-41955.

CROCODILE K. 10-tons. Tare 16.10. 25′ 7½″ in well. Bogie. No. 42278. These have movable platform to carry Motor Buses.

The best method of construction is to follow actual practice and build up each girder in metal, soldering the pieces together, in a similar way as was shown in the construction of the deep solebars of the Southern Railway new Goods Brake Van—Model Railway News, page 334, November, 1929.

I give a separate drawing of the curves of the main girder from bogie platform to the well, with dimensions, *but*, note that these are the over-all dimensions and include the web thickness at the top and bottom.

I made one of these models in wood and cardboard in 1925 before I had any drawings, but it was not strong, and twice broke at the curve from bogie platform to well. Strengthening pieces have to be fitted here to reinforce these curves. Wheel diameter may have to be reduced for sharp curves.



"Crocodile H." "Crocodile J."

Curves of Main Girder from Bogie platform to well, for Gauge "0" models.

"Crocodile H." Constructional Details

Length of the "0" gauge scale model is 297½ mm. or approximately 11⅝″.

The lettering painted on the sides near the W. of G.W. is "To carry 45-tons with load distributed—half its capacity when loaded centrally."

Data is given above.

They have steel plate flooring over the bogies and wooden flooring in the well, position of which is flush with the top of the longitudinal frame and the cross bracing, which latter can be seen in the second of the end elevations. Note the empty space each end of the well.

The web of the girders are 6 mm. wide whole length. Note the buffer beams are narrower and show the web of the main girders each side.

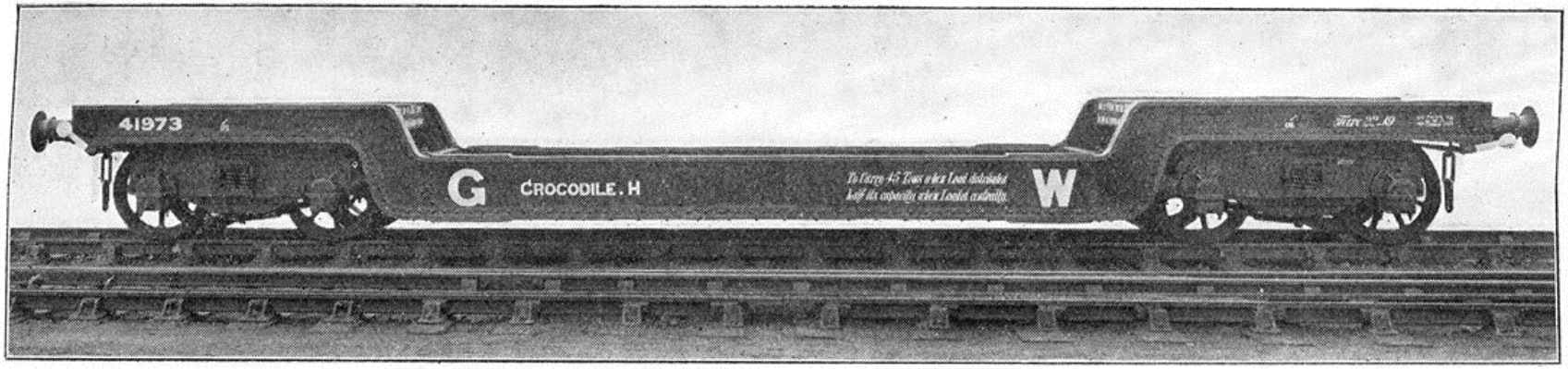
Painting.

G.W.R. dark grey all over, except wheels which are black. Lettering and brake handles (four each side at ends) white. I have no information as to the lettering of the top cross girders facing the well. Perhaps some reader on the G.W.R. would inform the editor of this for inclusion in these pages.

"Crocodile J." Constructional Details.

Length of the "0" gauge scale model is 378 mm. or approximately 14¾″.

Data has been given above.



The G.W.R. Photograph of the 45 Ton Trolley "Crocodile H."

The G.W.R. Photograph of the 50 Ton Trolley "Crocodile J."

The lettering by the W. of G.W. is "To carry 50 tons when load distributed—half its capacity when loaded centrally," and on the top cross girder facing the well "Loads to be Packed from the CROSS Girder—they must not be carried on the centre of the floor." (This is probably the same in the "Crocodile H.")

Note the tare weight varies from 28.1 to 28.6. This one, No. 41955 is 28.1.

Constructional details similar to the other Crocodile above.

Note how the girder and web drop down to the buffer beams, and that this web is 6½ mm. wide top and bottom of girder. Wheel diameter may have to be reduced for sharp curves. .

The position of the floor is given in one of the end section drawings.

Painting.

Exactly the same as in Crocodile H.

I am indebted to Major Sir Eric Hutchison, Bt., for information about the numbers and Tare weights of various Crocodiles.

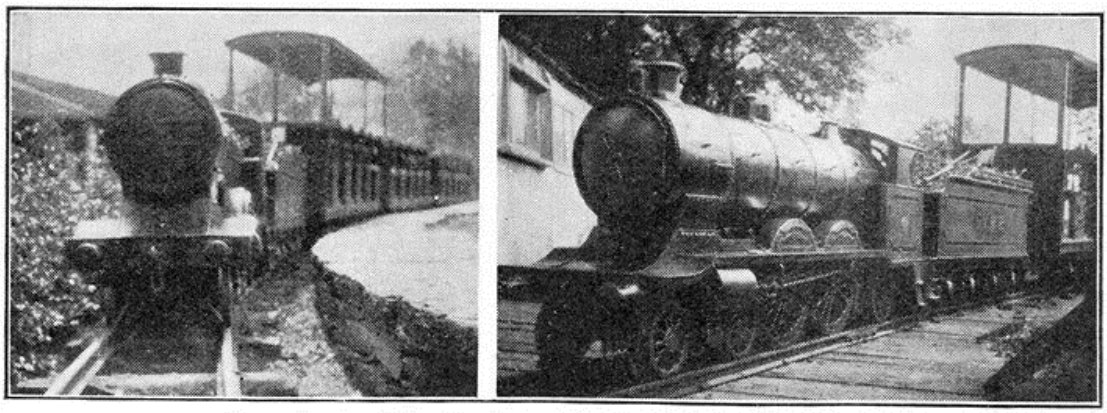
Next Article.

G.W.R. 45 foot "MACAW B" and 70 foot (Rail Wagon) "MACAW C."

The Sunny Vale Miniature Railway

By K. E. Hartley

THE popular Yorkshire pleasure-ground at Sunny Vale near Halifax has boasted a miniature railway since early in 1923. Possessing the proud title "Sunny Vale Miniature Railway" the line is of the usual 15″ gauge and is laid with flat bottomed rails spiked to wooden sleepers. The track is single throughout, no run-round loops being provided, although the plan is non-continuous. The train runs "Out" in the usual manner with engine leading, but on the "Home" journey has to back all the way; not a very serious matter, however, as the line is little more than 200 yards in length.



Two views of the Engine and Train on the S.V.M.R.

The locomotive is a 4—4—2 Express type of Bassett-Lowke's "Little Giant" pattern, and according to the makers' plate was built by them in 1923. "Baby Bunce," as the engine is named, is painted a fairly dark green, lined black and white, red coupling rods, and gilt letters on the tender; and, with the final touch of brass-capped chimney and safety valve cover "looks a treat." A double-bogie tender is provided.

The coaching stock consists of four open bogie cars, each capable of seating 12 persons. Usually the coach next the engine is provided with a windscreen and canopy, as in the photograph. A view of the "S.V.M.R." Express at "Central Station" is shown on the left.